

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4740

晚十三月一十年十三緒光

THURSDAY, JANUARY 5, 1905.

四拜禮

號五月正英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,
Manager.

Hongkong, 7th November, 1904. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$17,000,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COMMITTEE OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubart, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG: INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.
J. R. M. SMITH, Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Tael 7,500,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 12th August, 1904. [25]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First CLASS FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 7th May, 1904. [57]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS FOR THE UNITED STATES IN CHINA AND THE PHILIPPINE ISLANDS.

CAPITAL AND SURPLUS
AUTHORIZED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,947,200
RESERVE FUND GOLD \$ 3,947,200

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT, Manager.

20, Des Voeux Road, Hongkong, 3rd January, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SHANGHAI TAIPEI.

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/2 per annum Fixed Deposits for 3 months.

4 1/2 " " " 6 " " 6 "

5 1/2 " " " 12 " " 12 "

H. C. MARSHALL, Acting Manager.

Hongkong, 17th May, 1903. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " 6 " " 3 1/2 "

" " " 3 " " 2 1/2 "

T. P. COCHRANE, Manager.

Hongkong, 19th May, 1904. [24]

FINEST COD LIVER OIL.

HIGHLY recommended for COUGHS, COLDS, and all affections of the Chest and Lungs. It is highly nutritious, and, in fact, acts as a food, especially in cases of Consumption and wasting diseases.

IN BOTTLES AT \$1, 1/75, AND 3/00 EACH.

THE PHARMACY, 房藥大法中

56, QUEEN'S ROAD CENTRAL, Hongkong.

A. STEVENSON, Chemist.

Hongkong, 20th December, 1904. [43]

Mails.

PENINSULAR AND ORIENTAL.

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI.....	{ PALMA..... G. W. Cockman, R.N.R.	About 14th January	Freight only.
SHANGHAI.....	{ SINLA..... F. R. Summers.....	About 14th January	Freight and Passage.
LONDON, &c.....	{ MALTA..... R. A. Peters.....	January 14th Noon	See Special Advertisement.
MARSEILLES, LONDON and ANTON (Direct), VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	{ PALAWAN..... J. D. Andrews, R.N.R.	About 18th January	Freight and Passage.

For Further Particulars, apply to

Hongkong, 4th January, 1905

E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA.

ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON.....	WEDNESDAY, 18th January.
HAYERN.....	WEDNESDAY, 1st February.
ZIETEN.....	WEDNESDAY, 15th February.
SACHSEN.....	WEDNESDAY, 1st March.
PRINZESS ALICE.....	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 29th March.
PREUSSEN.....	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 26th April.

ON WEDNESDAY, the 18th day of January, 1905, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Capt. G. Meiners, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 16th January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 17th January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 17th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 4th January, 1905.

MELCHERS & CO.,

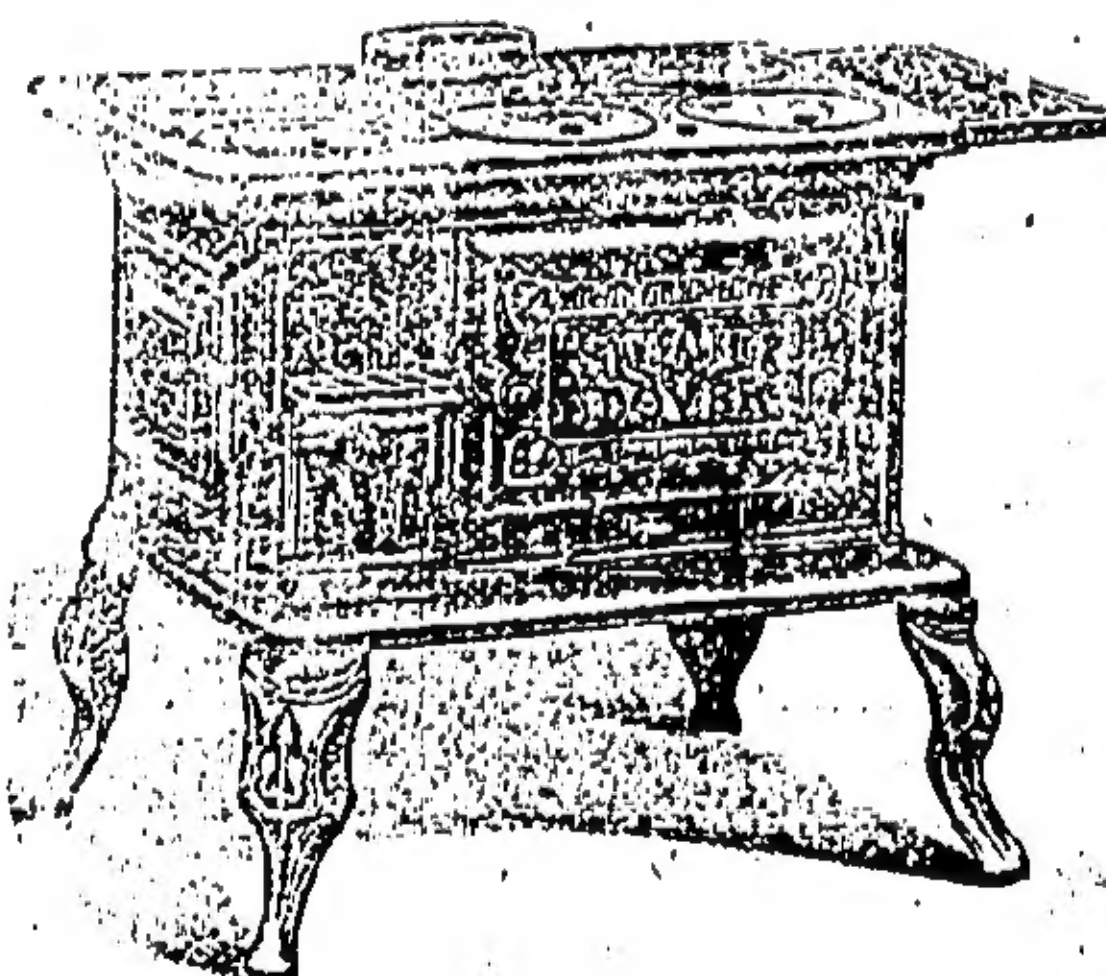
AGENTS. [3]

Entimations.

LANE, CRAWFORD & CO.,

BRITISH MADE

DOVER COOKING STOVES.



\$45.00 EACH

\$55.00 EACH

OIL HEATING STOVES

From \$8.50 to \$22.00 each.

SLOW-COMBUSTION HEATING STOVES, \$18.00 and \$22.00 each.

LANE, CRAWFORD & Co.

Hongkong, 20th December, 1904. [34]

CALDBECK MACGREGOR & CO.

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD, HONGKONG.

Telephone No. 75.

ESTABLISHED 1864.

Hongkong, 8th December, 1904. [37]

Entimations.

Bovril gives strength,

nourishment and sustenance. It is agreeable to the taste, is stimulating in its effects, is easily assimilated and digested. Bovril contains blood-enriching and muscle-building properties. Some of the leading athletes of the day train on Bovril.



IN CONSEQUENCE OF
HIGH EXCHANGE
our prices of
WINES SPIRITS, &c.
have been REDUCED.

SEE OUR LATEST PRICE LIST.

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 31st December, 1904. [36]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [39]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17 1/2, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

ACHEE & CO.,

ESTABLISHED 1859.

祥利廣

FENDERS,

SCUTTLES,

FIRE HANDS,

WARMING STOVES,

COOKING RANGES, Etc.

BRASS AND IRON BEDSTEADS, BEDDINGS, BLANKETS, COUNTERPANES,

SHEETINGS, HOUSEHOLD LINENS, Etc.

174, Queen's Road, Central. Telephone 256.

Hongkong, 4th January, 1905. [41]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuohinotsu, Basabo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotama, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mantoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yurukibara and other Coals.

S. MINAMI, Manager, Hongkong. [38]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,353 tons..... Captain H. D. Jones.
 "POWAN" 2,338 "..... " R. D. Thomas.
 "FATSHAN" 2,280 "..... " W. A. Valentino.
 "HANKOW" 3,073 "..... " C. V. Lloyd.
 "KINSHAN" 1,995 "..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons..... Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons..... Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons..... Captain J. Wilcox.
 "NANNING" 569 "..... " C. Burchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahaling, Kumchuk, Kau-Kong, Samshui, Howlik, Shu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES.—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" Capt. B. Branch. S.S. "SANUI" Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shihuing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES.—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$35.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING" Capt. R. Bliss. S.S. "HONGKONG" Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES.—Hongkong to Kong Moon.....Single \$5.00
 Hongkong to Kumchuk.....Single \$7.00

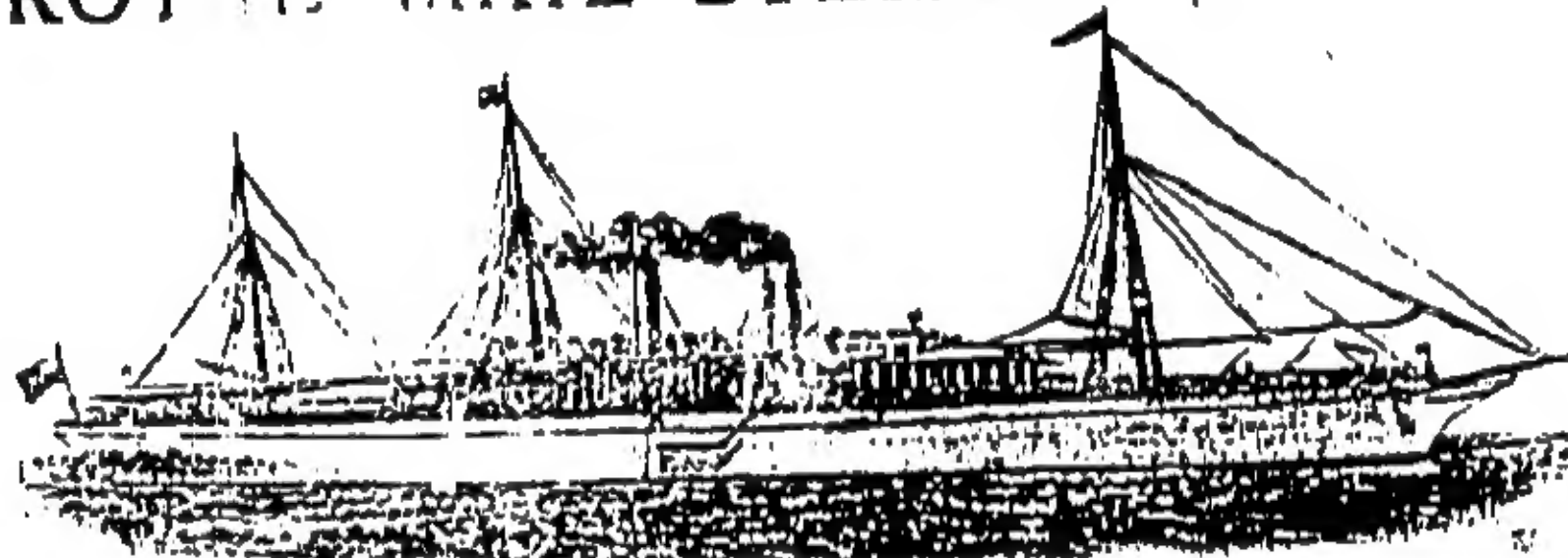
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" 6,000 Tons..... WEDNESDAY, 11th January, 1905
 "TARTAR" 4,425 "..... WEDNESDAY, 18th February.
 "EMPERESS OF INDIA" 6,000 "..... WEDNESDAY, 25th January.
 "EMPERESS OF JAPAN" 6,000 "..... WEDNESDAY, 8th March.
 "ATHENIAN" 4,440 "..... WEDNESDAY, 15th March.
 "EMPERESS OF CHINA" 6,000 "..... WEDNESDAY, 29th March.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate.....via St. Lawrence £40. via New York £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
 9, Pedder's Street.

Hongkong, 30th December, 1904

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	HAVRE AND HAMBURG.	SAILING DATES.
C. FERD. LAEISZ	(Calling at SPOR, PENANG & COLOMBO)	10th January.
AMERICA	(Calling at SPOR, PENANG & COLOMBO)	22nd January.
SITHONIA	(Calling at SPOR, PENANG & COLOMBO)	27th January.
ARCADIA	(Calling at SPOR, PENANG & COLOMBO)	7th Feb.
ANDALUSIA	(Calling at SPOR, PENANG & COLOMBO)	21st Feb.
SAMBIA	(Calling at SPOR, PENANG & COLOMBO)	7th March.
RHENANIA	(Calling at SPOR, PENANG & COLOMBO)	21st March.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.

Hongkong, 4th January, 1905

TUBORG BEER.

A FIRST CLASS PILSENER BEER
 guaranteed free from Salicylic Acid,
 and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
 or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.,
 Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"
 guarantee given to every purchaser.

40, QUEEN'S ROAD,
 Wilson's Building.

Hongkong, 10th January, 1905

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

THE Date of the CLOSING OF ENTRIES
 for the forthcoming Race Meeting is
 postponed until SATURDAY, the 14th
 January, 1905.

By Order,
 T. F. HOUGH,
 Clerk of the Course.
 Hongkong, 19th December, 1904. [197]

NOTICE.

THE Proprietor begs to notify the public
 that any Claims against the VICTORIA
 HAIR DRESSING SALOON must be sent
 in to J. T. TAVARES, 28, Morrison Hill Road,
 Hongkong, 30th December, 1904. [1400]

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong
 for Refreshments of all descriptions.

Facing the Post Office, Queen's Road,
 Central.

Everything of the best, prepared and
 served under entirely European Manage-
 ment.

See our Grand Christmas Display.

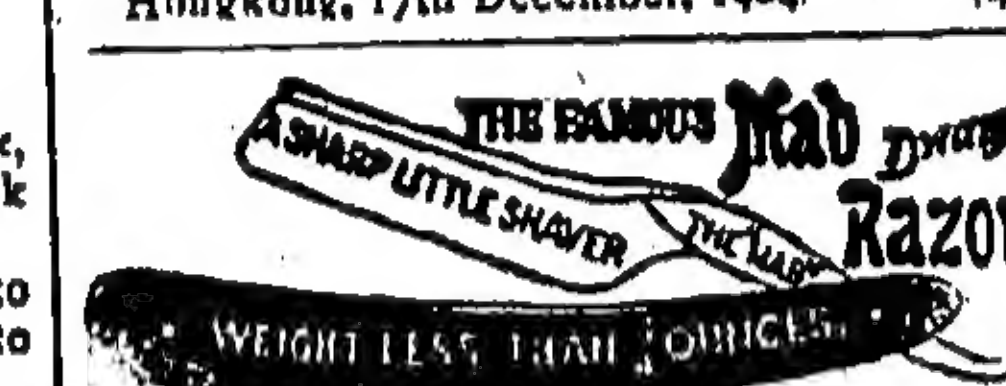
Cakes, Bonbons and Confectionery of all
 kinds made to customers' own order and
 design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Cafe
 in the Orient.

Hongkong, 17th December, 1904. [146]



THIS DWARF RAZOR has superseded
 the old fashioned clumsy Razor and by
 its use Shaving becomes a pleasure. It is
 manufactured in Sheffield, England, from a
 special amalgam of steel which makes imita-
 tion impossible, and in consequence it enjoys
 the largest sale of any Razor in the World.
 Thousands of Testimonials testify that the
 little "MAB" is the finest shaving implement
 ever produced.

To be obtained from THE MUTUAL STORES,
 WATKINS, LIMITED, and all first-class stores
 in the Colony.

Sole Agents for Far East, HOWARD & Co.,
 29, Des Voeux Road, Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—
 HOWARD & Co.

Hongkong, 24th November, 1904. [61]

ESPECIAL OLD TOM GIN.

Marshall and
 Elvy's

Hongkong, 11th May, 1904. [53]

F. BLACKHEAD & CO.,
 HIP-CHANDLERS, SAILMAKERS,
 COAL AND PROVISION MERCHANTS,
 NAVAL CONTRACTOR
 AND GENERAL COMMISSION
 AGENTS,
 16, DES VOEUX ROAD CENTRAL,
 HONGKONG,
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S RAHTJEN'S GENUINE
 COMPOSITION RED HAND
 BRAND, HARTMANN'S GREY PAINT,
 DAIMLER'S PATENT MOTOR
 LAUNCHES,
 &c., &c., &c.

Sole Agents for
 FERGUSON'S SPECIAL CREAM
 and
 P. & O. SPECIAL LIQUOR SCOTCH
 WHISKY, &c.

EVERY KIND OF
 SHIP'S STORES AND REQUISITES
 ALWAYS IN STOCK

AT
 REASONABLE PRICES.

Hongkong, 15th December, 1904. [144]

WO SHUN STEAMBOAT COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that an EXTRA-
 ORDINARY GENERAL MEETING of the
 WO SHUN STEAMBOAT COMPANY,
 LIMITED, will be held at the Registered Office
 of the Company, No. 138, Connaught Road,
 Victoria, Hongkong, on MONDAY, the 9th
 day of January, 1905, at 2 o'clock in the after-
 noon, when the subjoined Resolution which
 was passed at the Extraordinary General Meet-
 ing held on the 22nd day of December, 1904,
 will be submitted for confirmation as a Special
 Resolution.

RESOLUTION.

That the Capital of the Company be in-
 creased to \$140,000 by the creation of 900 New
 Shares of \$100 each.

By Order of the Board,
 HUNG HING CHUN,
 Manager.

Dated 30th December, 1904. [1401]

NOTICE.

THIS is to notify the public that all Debts
 due to the VICTORIA HAIR DRESS-
 ING SALOON AND VARIETY STORE may
 be sent to J. T. TAVARES, at 28, Morrison
 Hill Road, during the month of January, 1905.
 VICTORIA HAIR DRESSING SALOON,
 Hongkong, 3rd January 1905. [68]

CHRISTMAS.

WHAT BETTER GIFT
 THAN A
 SINGER SEWING MACHINE.

CASH OR EASY PAYMENTS.

Showrooms:—1, Wyndham Street.

Hongkong, 9th December, 1904. [148]

THE HONGKONG

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS AND ENLAR-
 GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
 ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [159]

MEE CHEUNG,

PHOTOGRAPHER,
 TOP FLOOR OF ICK-HOUSE, IN
 Ice-House Road.

[Now in a position] in his New and Com-
 modious Premises, to eclipse, as heretofore,
 ALL PHOTOGRAPHIC ART PRACTICED
 in the Colony or in any part of the Far East.

GROUPS AND VIEWS
 a speciality.

Hongkong, 12nd September, 1904. [156]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [166]

THE AMERICAN SYSTEM

OF
 DENTISTRY.

M. H. CHAUN, D.D.S.,
 37, DES VOEUX ROAD CENTRAL, HONGKONG,
 From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [167]

FURNITURE WAREHOUSE.

LI KWONG LOONG,
 李國隆
 CABINET-MAKER AND ART DECORATOR,
 from Shanghai, has opened a
 FURNITURE STORE
 at
 No. 45, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
 of every description can be made to
 order in any design required.

Has been patronised by the Hongkong Club,
 Hongkong Hotel, Messrs. A. S. Watson & Co.,
 Ltd., Joint Telegraphs Co., and other leading
 Establishments in the Colony, to whom refer-
 ence may be made as to the Superior Work-
 manship and Materials of the Furniture, &c.,
 supplied.

Messrs. A. S. Watson & Co., Ltd. write as
 follows:—

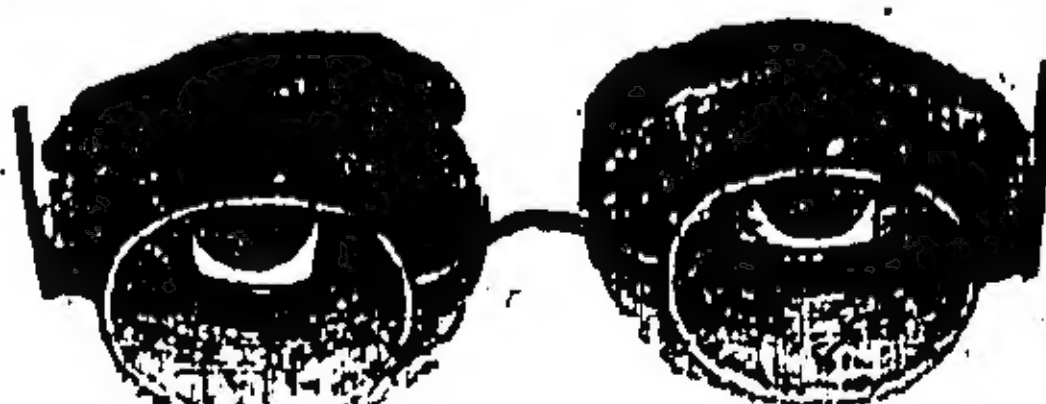
"We have pleasure in stating that Mr. L. I.
 KWONG LOONG furnished the Annex to
 our Dispensary and gave us every satisfac-
 tion."

(Sd.) A. S. Watson & Co., Ltd.

ORDERS punctually attended to, and
 CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [160]



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
 TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS.

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
 Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.
 Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904. [147]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
 entrance, top 95 ft.; bottom 75 ft.
 Water on blocks, 27.5 ft. Time to
 pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
 entrance, top 60.5 ft.; bottom 45.8
 ft. Water on blocks, 28.5 ft. Time
 to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
 Captains and Engineers is respectfully called to the advantages offered for Dock-
 ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
 and a large stock of material is always at hand, (plates and angles all being tested by
 Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
 Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
 of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
 Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
 guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
 of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [176]

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' ex-
 perience in TATTOOING is a guarantee of good work and prompt execution. My
 Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained
 by any other, as their composition is only known to me. H. K. H. The Duke of York, and
 H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others
 of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommenda-
 tions which I have received from all sources.

Hongkong, 16th November, 1904. [147]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
 prepared, during suspension of their
 Trans-Pacific Service and until further notice,
 to BOOK CARGO AND ISSUE BILLS OF LADING
 TO SEATTLE, WASH., VICTORIA, B.C., and
 PACIFIC COAST PORTS, also to OVER-
 LAND POINTS in the UNITED STATES
 and CANADA in connection with the GREAT
 NORTHERN RAILWAY FROM SEAT-
 TLE, as hitherto, by the Steamers of the
 NORTHERN PACIFIC S. S. Co., BOSTON
 STEAMSHIP AND TOWBOAT CO., OCEAN
 S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Com-
 pany's Local Branch Office in PRINCE'S
 BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
 Manager.

Hongkong, 20th May, 1904. [168]

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,
 SINGAPORE.

THIS First Class newly opened Hotel has
 excellent accommodation for FAMILIES,
 TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the
 commercial houses and Esplanade.
 Spacious Refreshment, Dinner and Billiard
 Saloons.

E. C. VON MARLE,
 Proprietor.

H. T. SARRE,
 Manager.

Singapore, 4th October, 1904. [169]

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,
 SINGAPORE.

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It is situated in the immediate vicinity of the
 commercial houses and Esplanade.
 Spacious Refreshment, Dinner and Billiard
 Saloons.

E. C. VON MARLE,
 Proprietor.

H. T. SARRE,
 Manager.

Singapore, 4th October, 1904. [169]

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS

EXCELLENCY THE GOVERNOR.

WATSON'S
BALSAM

OF

ANISEED

is not a cure all, but

IT DOES CURE

A COUGH,

and that right speedily.

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 10th December, 1904. [32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

SANDEMAN BUCK & CO.'S

SHERRIES.

per dozen,
quarts.

Sandeman's Light dry Sherry \$14.00

Sandeman's Very pale dry Sherry 20.00

Sandeman's Dry pale nutty Sherry 26.00

Sandeman's Fine old brown Sherry 39.00

Absolutely the finest obtainable in

Hongkong.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 3rd December, 1904. [33-c]

BIRTH.
At "Hey Tor," Grange Road, Singapore, on the 27th ult. the wife of A. M. McNEIL, of a son.

MARRIAGE.
On Dec. 26, at Southport England, HARRY AUGUSTUS BRUNT (late of Penang) to JANE ELIZABETH OWEN, of Southport.

DEATHS.
At South Sandlaw, Alva, on 30th. November, Captain JOHN CRUICKSHANK FOSTER, aged 61 years.
FREDERICK CAMPBELL, late chief officer s.s. *Malaya*, died at General Hospital, Singapore, 28th Dec. 1904.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 5, 1905.

RUSSIA AND JAPAN.

Now that the heroic defenders of Port Arthur have given up the struggle to retain possession of the stronghold, the question arises whether it might not be possible for Russia frankly to accept the fact that she has been beaten in a war, for which she was not prepared, and to agree with her adversary as to the conditions under which peace with honour may be brought about. For the past six months the general impression in St. Petersburg seems to have been that the fall of Port Arthur ought to end the war, but we have recently seen how impossible it is to give expression to that sensible opinion in the Russian Press. It is obvious that the people who have dragged the Tsar into a disastrous fight will strain every nerve to prevent the signature of a treaty of peace, in the hope that something may turn up to enable them to save their face. But whether peace is destined to come sooner or later, it has been publicly stated that the terms upon which Russia would be prepared to lay down her arms have been discussed. These are not specifically known, but they may be assumed from the correspondence which has since passed between various highly-placed authorities. It is said that the Tsar, and with him the Russian Government, would be prepared to recognise Japanese preponderance in Korea, on the conditions that the Russian commercial concessions in that country were allowed to remain as heretofore, and no restrictions were placed upon Russian commerce. Port Arthur and Dalny would be declared open ports, together with those already specified by the agreements between China and the United States and Great Britain, as far as Manchuria is concerned. Foreign Consuls would also be allowed at Antung and Mukden, but on condition that Russian dominion over all Manchuria was recognised by Japan, and confirmed by international agreement, to which China should be a party. The official opinion in Berlin is stated to be to the effect that these terms would not be acceptable to Japan, and this opinion is shared, according to the more enlightened officials in St. Petersburg; and, though it is impossible to define what the demands of Japan may be, she, as the victor up to date, would naturally claim much more than is represented in these Russian suggested terms. Whether there is any truth in the above statement remains to be seen, but there can be no doubt that sooner or later mediation will be employed to get the combatants together round a table to talk of peace. Neither can bring the other hopelessly to its knees, but there will come a time when, from the exhaustion of one party, or some other cause, it will become evident that nothing can be gained by further fighting, and then some suitable third party will step in to bring them together and thus mediate. One might guess that the end of the next campaign, if it is equally unfortunate for Russia, or if the Japanese capture Vladivostok and advance with a fresh army that side by land, and the great Manchurian waterways, on Harbin, then the Russians might feel the war to be lost, and the time for mediation to have arrived.

THE PILOT SERVICE.

In our issue last evening we called attention to the alleged grievances of some of the local shipmasters in connection with the efforts now being made to establish a properly constituted pilot service in the Colony. It appears, however, that there is another side to the question, and one which has an important bearing on the matter as indicating the opposition against which the members of the projected Licensed Pilots Association have for long been contending. According to the President (Mr. N. C. Major), many of the English shipmasters are stubbornly opposed to the change brought about by the working of the Ordinance, with the result that, whenever possible, they rigidly avoid engaging a foreign pilot and are thus frequently put to considerable inconvenience, which it seems, they endeavour to lay at the door of those members of the service who have satisfied the board of examiners as to their qualifications. We are assured that, in some cases, they have even gone so far as to avoid duly accredited European pilots waiting at the Lyceum Pass in the hope of picking up members of the Chinese community

who had been employed in the service before the passing of the Ordinance, and who the shipmasters had been in the habit of engaging. This has frequently accounted for the fact of vessels steaming up as far as Kellat's Island before a pilot has got aboard. It was further pointed out to us that any complaint of ships being handled in an unseamanlike manner is entirely without foundation, and should be treated with the contempt which it deserves, having regard to the fact that no pilot is allowed to enter the service without first satisfying the board that he is a thoroughly competent man in all respects. Some of the large shipping firms, such as the Norddeutscher Lloyd, the Hamburg-America, the Norwegian line and others, are giving every possible support to the Association, and have had no cause to complain of the efficiency of the service which, although handicapped so far as the number of its members is concerned, is doing all in its power to meet the growing requirements of the port. It is a pity, however, that some of the English skippers cannot see their way to unite with them, and so bring the service to that high level of efficiency which it is the earnest desire of its energetic members to attain.

LOCAL AND GENERAL.

The Volunteer dance will take place on Thursday, the 26th inst. Uniforms must be worn.

The English mail of the 3rd December was delivered in London on the 31st December.

KING Victor Emmanuel has conferred the Grand Cross of the Crown of Italy upon Mr. Pierpont Morgan for restoring the famous cope.

SENTENCE of death has, after three trials, been passed on Joseph Fee at Belfast for the murder of John Flanagan at Clones in April of last year. The final scenes of trial were very pathetic.

SIR John Gorst has stated that the whole agitation against him at Cambridge University is worked from London, and is part of the policy of Mr. Chamberlain's emissaries for undermining and ousting every M.P. who opposes Protection.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) and the Puisne Judge (Mr. T. Sercombe Smith) the hearing of the New Territory Land Court Appeal case, Tang Tsz U v. the Attorney General, was continued.

MR. Tangford of the Imperial Chinese Customs Service has just made a big seizure of opium, near St. John's Island, one of the largest hauls we hear for a very long time. It is stated that the smugglers on finding themselves cornered, scuttled a junk, also supposed to have been stocked with opium, to evade capture.

THE executors of the late Mr. Brooke, proprietor of the *Japan Herald*, put up the paper to auction at Yokohama. The bidding started at ¥10,000 and reached ¥12,000. Mr. E. J. Moss offered the latter amount, but it was declined, the reserve price put on the property by the executors not having been reached.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 1st January, 1905:

	Library	Museum
Non-Chinese.....	206	105
Chinese.....	65	1,248
Total.....	271	1,353

FOR some days past a number of reports have appeared in Japanese papers to the effect that the Russian cruiser *Diana*, which took refuge in Saigon after escaping from Port Arthur, and was there disarmed, has been taking in coal with the object apparently of leaving the French port. We are in a position to formally contradict this rumour on the highest authority. —*Kobe Chronicle*.

AN accident which might have resulted disastrously, occurred in front of the Hongkong Hotel yesterday. A Chinaman was riding a bicycle in that haphazard way which is familiar to all people here, and he endeavoured to pass in Des Voeux Road between a tramcar and a "ricksha." Of course, he failed and the car was his field of battle. For he was caught there and thrown to the ground. Fortunately, Dr. Forsyth was present and he attended to the injuries of the unfortunate man, although these were not very serious. The bicycle, it may be said, was damaged beyond repair. The cyclist was conveyed to his own home.

LAST night the twentieth performance of "Ali Baba and the Forty Thieves," was given at the Catholic Union before a crowded and well-pleased audience. The object of the performance, as we have already pointed out, is the provision of Christmas treats for numerous old men and women, and it is gratifying to know that the efforts of the Committee in their laudable enterprise have this season been very successful indeed. The burlesque, which is one of the best known of the lighter work of the late H. J. Byron, went well and smartly from the rise to the fall of the curtain, the music being exceptionally well chosen and ably rendered by a competent string orchestra. The choruses are all tuneful, and well sung, and particularly good was the opening of the second act in the Robbers' Cave, when the music of the band choruses from the "Pirates of Penzance" was interpolated. Some of the situations were very funny, and created roars of laughter. Only two more performances will be given, one on Friday evening and the other on Saturday afternoon.

GALLANT RESCUE IN THE HARBOUR.

CASE FOR THE HUMANE SOCIETY.

Dr. Foster's plucky action in the harbour last week, as already recorded in our columns, was again alluded to at the Magistracy this morning when Mr. H. H. J. Gompertz held an inquiry into the circumstances attending the deaths of Fung Su and Wong Fu Chi, whose bodies were recently found in the harbour after a launch and sampan had been in collision.

The following jurymen were empanelled: Messrs. A. F. Osmund, A. B. Fullerton, and Thomas Blair.

Mr. Basil Taylor sat as assessor, Mr. E. J. Grist, of Messrs. Wilkinson and Grist, watched the case on behalf of the owner of the *Wing Loi* and Inspector Langley was in charge of the case.

Dr. Macfarlane, Medical Officer in charge of the Mortuary at Kowloon, deposed that, on the 20th of December, he made a post mortem examination of the body of a Chinese male child, aged about one year, at the Yau-nai mortuary, and found that, in his opinion, death was due to asphyxia, caused by drowning. There were no marks on the body. He also made an examination this morning on the body of a Chinese male adult, Wong Fu Chi, and found that death in that case was also due to asphyxia caused by drowning. The body was considerably decomposed, and he could not say how long it had been in the water. The first body was quite fresh. The body of the child was not identified to witness by anybody. As regards the body of Wong Fu Chi, it was identified to him by the wife of the deceased.

Arthur Frost Foster, Assistant Health Officer, stated that about half-past three in the afternoon of the 28th December, he was in a launch on duty in the harbour, having just left the *Telemachus*. When about eighty yards from the vessel the coxswain of the launch called his attention to the fact that there had been a collision, and he saw some men and a woman dripping wet on the *Wing Loi*. Witness rescued one child and the coxswain said there were two more children in the water, under the overturned sampan. Witness had his clothes off by that time, and then he got into the water, and broke away part of the sampan to get underneath. It was already partly broken through the collision with the launch, and eventually he got the two children on to his launch. The younger child was dead, but the elder one witness resuscitated. He also attended the first child which had been picked out of the water. He then steamed back to the *Telemachus*, taking the two patients and leaving the living children on the *Telemachus* in charge of the second officer, he went away and continued his work. The *Telemachus* then hoisted the police flag and the two children were removed by the Water Police to the hospital.

To the Court:—It was difficult to extract the children, as they were wedged in by the wooden seats and boards, and after having them once in his hand he lost them, through a blow on the shoulder, caused probably by the men on the launch trying to hook on to the drifting sampan. Witness did not become unconscious. The youngest child was strapped on the back of the eldest.

The master of sampan No. 3,083 stated that on the afternoon of the 28th ult. the steam launch *Wing Loi* ran into the sampan, when off Jardine's Wharf. He saw the launch suddenly behind him, about three lengths away, and had no time to do anything, though he tried his best to get out of the way.

With models witness here showed the positions of the two boats, and explained that when he first saw the launch it was right astern. In front, on the port side, was a launch towing another cargo boat, going in the same direction. He altered his course on account of the launch behind him to keep clear of her. If he had not done so the whole sampan would have been smashed up. He had nine male passengers, aged eight besides his wife, three children, aged eight years, five years, and one year respectively, and himself. When the collision occurred the boat was overturned, and they were all thrown into the water. He tried to right his boat but did not succeed. He did not get any of his children out himself. To the jury: The children were exposed; they were not under any planks. There were only two people on board to manage the boat—himself and his wife. He did not know how many passengers he is allowed to carry. He had lost his licence in the collision.

To the Court: His children got out when the boat was righted. It was a fact that the boat was not righted for an hour. Witness got an hour in the water. Witness got the first child, Yeung Li, out and put her on the *Wing Loi*. The others were rescued not long after the first.

To the jury:—Witness did not consider the collision was due to his neglect at all. A jurymen: I don't think this witness is telling a true story at all.

Mr. Grist submitted that there was now sufficient evidence before the Court to make the blame clear as on the part of the sampan, and not on the launch, inasmuch as the sampan altered her course instead of keeping on his way.

The jury elected to hear further evidence, and Walter Cyril Weston, formerly second officer of the *Telemachus*, said he did not see the actual collision, but he saw the sampan and launch immediately after. He saw Dr. Foster stripping in his launch, and witness went off in the ship's sampan, and received the children on board. Dr. Foster was quite twenty minutes in the water, most of the time underneath the sampan. He ran considerable risk of being entangled in the sampan's gear. It was entirely due to the doctor's exertions that the children were saved, and there was the added danger from the boat-hooks the other men on the launch were jabbing about the over-turned sampan.

In directing the attention of the jury to the evidence already adduced, His Worship said he would call special attention to the testimony regarding the action of Dr. Foster, to whom alone the child saved owed its life, and whatever their finding in the case might be, he hoped they would add a recommendation of the services and exertions of the doctor, in order that it might be forwarded through the proper channels to the Humane Society.—The case was then remanded till half-past ten o'clock to-morrow morning.

The master of the *Wing Loi* has been placed under arrest.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

THE RIFLE PRACTICE.

Following are the scores, 30 and over, made at the rifle range on the 2nd and 3rd insts. Mr. W. H. T. Davis, the hon. secretary, informs us that the King's Park range will be open again for shooting on Saturday next, the 7th inst., from 2 to 4 p.m. Rifles and cartridges can be obtained on the range.

Cameron, Allan 32, 32
Brett, C. W. 46, 39, 31, 42, 31
Grist, E. J. 30
Slade, H. W. 34
Slade, M. W. 45, 44, 47, 47
McKenzie, A. 31, 41, 41, 31
Bowley, F. B. L. 30
Douglas, J. 34, 40, 39, 31, 35
Farrell, W. A. 34, 35, 37, 37, 40, 43, 43, 39, 35, 37
Fisher, F. 36
Wilkinson, C. D. 39
Stubb, N. J. 32
Ruyers, C. B. 30
Hewitt, E. A. 31
Capt. Barnes-Lawrence, R.N., 30
Hastings, G. A. 33
Goodfellow, Wm. 44, 33, 43, 36, 44
Lewis, L. S. 34
Pinckney, H. 30, 31, 42
Brown, A. 37, 37, 39
Dougherty, E. 34, 43
Davis, W. H. T. 33, 34
Dr. Koch, 30
Scott, C. R. 32
May, G. H. 38, 45, 31
Dr. Atkinson, 43
Maitland, F. 31, 33
Rankin, J. 30
Owen Hughes, J. 31, 32
Rev. C. H. Hickling, 32
Bird, R. E. O. 34, 46, 31
Sykes, H. 32
Gompertz, H. B. 31
Irving, E. A. 39, 40

WATER POLICE CONCERT.

AT TSIM TSA TSUI.

Last night the Tsim Tsa Tsui Police station presented a very gay and lively appearance, the occasion being a smoking concert given by the Water Police in the hall of their quarters. This, together with the approaches, had been most tastefully decorated and draped with bunting, garlands and flowers. The flags of all nations were displayed to advantage around the walls of the concert room, the whole effect showing great taste, and reflecting every credit on the committee. Refreshments were served in the dining-room, and were done full justice to, while the "soothing-weed" was everywhere in evidence.

The walls here bore many amusing placards about "Bobby" and his duties and troubles, while over the stage was a large shield bearing an inscription of "Welcome to our Captain and his lady." The Chair was taken precisely at half-past eight o'clock by Mr. E. R. Hallifax, who was supported by Mr. F. J. Badeley, Captain Superintendent of Police, Mr. H. G. Baker, Chief Inspector, Inspector A. Langley, and Mr. C. D. Melbourne, and there were besides nearly two hundred guests present. Inspector Langley acted as President, and the committee were Messrs. Clemson, Davis, Jackson, Atlee, Edwards, Bird, and Taylor, with Sergeant Boole as Secretary. In opening the proceedings, Mr. Hallifax wished all present a "Happy and prosperous New Year," and asked the guests to look at the length of the programme—there were 34 items altogether—and therefore to forbear from *encores*; but, in the result, this request was entirely disregarded, *encores* being numerous, which kept the function going till nearly three o'clock this morning, many guests electing to stay the night on the Kowloon side, but few leaving to catch the last ferry. Those taking part, vocally or instrumentally, were Messrs. Morris (piano), Elms, Don Caesar, Walslow, Rogers, Clarke, James, Oxberry, Cullen, Ray, Street, "The Two B's," Bonner, Thomson, Burnett, and Wolfe, (songs), Jenkins (piano and violin), and Clarke and Bonner (amateur actors). The honours were certainly equally divided, but perhaps a special word may be given to Mr. Clarke for his "Still I breathe," and "Silly Sailor's Song" which were capitally given, Mr. Cullen for his selections which were excellently rendered, he being in fine voice, though his selections were pitched a trifle too low for his voice. "The postman's knock" was a reasonable selection by Mr. Street, while the "Two B's" were brimful of fun and frivolity in their funninesses. The inimitable Mr. Harry Wolfe was great to "I'll stick to the ship," and sang and acted well.

Mr. A. P. Langley, who was not down on the programme, gave several fine selections, in place of some who were unable to be present. The "Scape grace," as interpreted by Mr. Ray, was an attractive item, while Mr. James' "Sleeping" convulsed the audience. Mr. Burnett was very good in his rendering of "Everybody notices me," but was not quite so happy in his other selection, "The Sermon on the Mount," which, while amusingly delivered, is not quite the style of entertainment for any function. The Police are to be heartily congratulated for providing such a pleasant evening.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 5th at 11.55 a.m. The barometer has risen slightly in eastern Japan, but has fallen at all other stations.

Gradients are slight on the eastern coast of China, the monsoon for the present being quite interrupted light variable winds may be expected over the whole of that area. There is still a moderate gradient to the southward and moderate E to NE winds may be expected in the northern part of the China Sea.

Forecast:—Light E winds, fine.

TELEGRAMS.

THE WAR.

JAPANESE IN PORT ARTHUR.

TWENTY-THOUSAND RUSSIANS SICK AND WOUNDED.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 4th Jan., 9.20 p.m.

The Port Arthur Army reports that order was maintained in the town.

The population is estimated at 10,000 civilians and 25,000 combatants whereof 20,000 are sick and wounded.

There are some provisions, but the sanitary materials are exhausted.

The Japanese are busy in giving aid.

FORTS HANDLED OVER.

Tokio, 4th Jan., 11.40 p.m.

General Nogi reports that Itsuman and other forts were delivered to us at 1.30 p.m. as guarantee of the capitulation.

NEW PEAK TRAMWAY.

PLANS PREPARED.

Plans showing the proposed route of the projected new tramway to the Peak have now been deposited with the Director of Public Works, and from them some idea of the district to be traversed may be formed. The line will start in Ice House Road where there will be a station somewhat similar to that of the existing Peak tramway. From Ice House Road to Glenelly the tramway will follow practically a straight route. It crosses Albert Road, probably by a bridge, 14 feet high.

THROUGH THE GARDENS.

The line enters the Public Gardens at the spot known as the Plantation and continues its direct route until it comes to the district bounded on one side by Sir Paul Chater's new house and on the other by the Royal Engineers' mess. There it enters the ravine—which is at present crossed by telephone lines and electric cables—and branches off to the left. The Peak terminus will be near the Police Station and practically adjoins the starting point of the present Peak tramway. As already stated the new tramway will cross several roads on its way to the Peak and these will be bridged, so that in that respect there will be no disturbance of the existing communications.

FERNERY MAY BE STARTED.

The main question, however, is the journey through the Public Gardens. According to the plans there may be several tunnels in the Gardens, so that there is a prospect of the Fernery and the pine plantation being preserved. However, there is no certainty on this point. The Public Works Department point out that if the plantation or part of it has to go, on account of the new tramway, there are plenty other spots which can be beautified and converted into plantations to please the eye of the aesthete. The new line, if adopted in its present form, will open up one of the finest residential areas in the Peak district. At present but sparsely occupied with private dwellings, owing partly to the difficulty of getting there, and partly no doubt to the expense necessarily incurred by those who have to make daily trips to these somewhat inaccessible heights, the projected line would at once clear away these obstacles.

A PUBLIC BENEFIT.

Hongkong becomes more and more congested every day, as new tenement houses spring up in the city, and people of the middle class have to look further afield for habitations which will be within distance of Victoria without being expensive. To those of limited means the question of house-room is ever growing more difficult of solution, but should this tramway scheme be carried through to a successful conclusion great part of the difficulties now being experienced will be overcome. The plans will, of course, be presented to the Legislative Council for their adoption.

A LONDON correspondent learns upon excellent authority that an important agreement has been practically arrived at between the British and Portuguese Governments, which, when concluded, will have the effect of relieving British commerce in Portugal and the Portuguese colonies from many exactions to which it is now subject in the way of special tariffs and the like. The details have yet to be finally worked out, and that process will probably occupy some time; but it should prove one of the most pleasing features of the visit of King Carlos to England that an agreement of the kind indicated had before his departure been in principle arrived at.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Namsang*) 10th inst.
American (*Siberia*) 14th inst.
Canadian (*Empress of India*) 16th inst.
Canadian (*Tartar*) 27th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Vancouver at 2.30 p.m., on 4th inst.

The Glen Line s.s. *Glenroy* from London &c., left Singapore this morning, and may be expected here on 11th inst.

The C. P. R. Co.'s s.s. *Athenian* arrived at Nagasaki at 9 a.m., on 3rd inst., and left again at 7 a.m., Wednesday, for Kobe where she is due to arrive at 2 p.m., on 5th inst.

The P. M. S. Co.'s s.s. *Siberia* with mails, &c., from San Francisco to the 17th ult., via Honolulu, has arrived at Yokohama, and leaves for this port to-morrow morning, via Inland Sea, Kobe, Nagasaki and Shanghai and is due here on 14th inst.

TELEGRAMS.

[Reuter's.]

The Russian Baltic Fleet.

LONDON, 3rd January.

Admiral Rozhdestvensky's squadron anchored yesterday at Santa Marie in Madagascari. All the ships are in excellent condition in spite of violent storms encountered after leaving the Cape.

The Fall of Port Arthur.

There is a consensus of opinion in diplomatic circles that the fall of Port Arthur will only prove a fresh incentive to renew the struggle in the most vigorous manner; that Russia will not spare her efforts to recapture the fortress or compel submission indirectly; the only reservation is the internal condition of Russia which is a dominant factor in the situation.

LATER.

All comment in Europe and America agree that the fall of Port Arthur concludes a military drama which for the valour and the achievement of the victors, and the heroism and devotion of the vanquished, stands unparalleled in warfare. There is a consensus of opinion that the war will continue unabated. The fall of the fortress is not known to the public in St. Petersburg, hitherto it has only been known to the official world and restricted private circles.

The Reports of Intervention by the U. S.

Vienna, 26th December.

President Roosevelt has made the following statement to a European Ambassador:—"I earnestly hope that the war in the Far East may soon come to an end, but the time is not yet ripe for the tendering of advice to the belligerents by a third party. In my own opinion, the fall of Port Arthur, which is the chief object of the conflict between Japan and Russia, will supply the best opportunity for mediation. Considering the internal condition of Russia, it is not likely that her Government will offer objections to a termination of the war."—*Mainichi*.

SHIPPING JETSAM.

We understand that the s.s. *Sanni* collided with a junk near Kowloon during her present trip, but no particulars are as yet to hand.

The s.s. *Courfield* is expected to sail on Saturday next for Cheloo and Chinwanan, to load a further lot of coolies for Durban direct.

The s.s. *Linton* has been temporarily taken off the Hongkong-Wuchow run, and is at present plying between Canton and Wuchow. This is to permit of two of the vessels on the last-named line going into dock.

The s.s. *Swanley*, which was wrecked on Seraila Island, on her way with coolies for South Africa, and which was subsequently taken to Singapore, and there docked and repaired, left the latter port on Tuesday, and is expected here on or about the 10th inst.

Captain Bright of the s.s. *Chu Kong*, arrived at Kowloon, on the West River, four days ago, just as three pirates were about to be executed. The decapitations took place on the beach, and although witnessed by an enormous crowd, there was no disturbance, and the trunks were left lying in the open all day.

Three vessels of the same type as the *Prinz Eitel Friedrich*, which passed through Hongkong recently, are now on the stocks and are expected to be launched some time this year. These are destined to take the places of the *Preussen*, the *Sachsen* and the *Bayern* in the Far Eastern passenger trade.

CONDITIONS IN NORTH KOREA.

The *Korea Review* prints a communication from a correspondent in North Korea describing the unfortunate conditions under which the Koreans labour there. The correspondent says:—

Ever since the gathering of the *Tonghak* in all the country-seats of North Pyeng-yang Province on October 8th they have been searched for by the "hunter police" in a most relentless way, and all for the sake of a "squeeze." It has gotten to such a state that in some sections the country houses are deserted, and everywhere, as a result of *Tonghak* persecution and forced labour on the railroad, harvesting has been much delayed. The work on the railway all the way up from Seoul, wherever I saw it on my overland trip, was advanced, and with the exception of the bridges over the big streams I should think they could have it operating to Pyeng-yang this winter as they claim. The grades in some places are tremendous, especially over one hill in Chung-wha. The labour question is a bad one, however, and the Japanese have won the most universal and bitter hatred of the Koreans. The policy seems to differ every few miles according to the whim of the man in charge. In many places there is no pay and in others only a very small wage. The worst thing I have heard of the Japanese doing was the burning of a whole village of eighteen houses near Wiju as the result of a small fight caused by the unjust demands of one of the villainous Korean interpreters. Only four or five of the owners were involved in the trouble. Three or four hundred troops were sent over from Antung to burn the village. This seizing of large sections of land for their new ports, notably on the east bank of the Ta-dong River above Chinnampo, also thirty li from Anju and thirty li from Pakchun, with absolutely no pay for the land, is nothing better than common stealing." The *Review* observes that while the underlying principle of Japanese action may be all right, the methods they use to carry them out are sometimes open to grave question.

DOUGLAS STEAMSHIP COMPANY.

A SHAREHOLDER'S CAUSTIC CRITICISM.

It was recently stated that the Douglas Steamship Company had decided to build a new steamer in England and that the Company's chief engineer would proceed home in order that he might superintend the work. As the result of that announcement, some of the shareholders in the Douglas Steamship Company have been expressing their views vigorously, although quietly. One of the most prominent shareholders stated to a representative of the *Hongkong Telegraph* that the Company should have been wound up long ago. "I tell you candidly," he remarked, "the sooner the Company is wound up the better. To buy a new steamer is only embarking fresh capital on a concern which we can all clearly see does not pay; whether that is owing to the large commission the general managers receive or whether it is general decay in business owing to the competition, is for the shareholders to judge themselves.

"As a shareholder I say I am dead against the continuation of the Company. I can do better with my money than put it into the Douglas Steamship Company especially in these days. There have been chances of falling into line with the Japanese and working together thereby keeping up freights to a fairly remunerative figure. All these offers which the Douglas Steamship Company have had from the Japanese have been tabooed. The Company seems to think they have a right to run steamers between Hongkong and Foochow to the exclusion of all others, which, of course, might have been all very well when Douglas, Lapraik & Co. were started, say, about fifty years ago; but there are no exclusive rights nowadays, either for coasting steamers or ocean-going boats; they have all to take their chance against the competition of the world. Finally, I would say that, if the Douglas Steamship Company had sold all their steamers, there would have been a better return to the shareholders. The shares have been going down steadily through want of confidence and they seem likely to continue on the downward track. I have no hesitation in saying that is not only my own view; it is the view of the majority of the shareholders.

BOOKS IN BRIEF.

Although the Yuletide has come and gone, and the New Year festivities have concluded there are many souvenirs of the merry season that has passed which will long be retained. Among these must be numbered the Christmas edition of the *Shanghai Bund*, which is on sale locally at the modest price of a dollar. There is an old song to the effect that one must not judge the contents by the label on the box, and applying this to the cover of the production of the Oriental Press the truth of the assertion will, we think, at once be made manifest. The design is artistic, but the colouring too gaudy. Nevertheless, it is bound to attract attention and when the page is turned over and we come to the reading matter the merits of the volume are readily seen. In fact, we do not remember having come across such an elegant and interesting Christmas number before, and exiles from home should lose no time in securing a copy if they are desirous of spending a few happy hours with a budget of light, fascinating reading. Hongkongites should be interested in an article on racing in old China times, in which Mr. J. E. Lemere furnishes extracts from the *Canton Register* of the Macao Races of 1829, or in Mr. W. J. Turnbull's account of cricket in Shanghai, a chat with Mr. Marshall P. Wilder, the production of Old Heidelberg by the A.D.C., and the art of Daphne Pollard. The book is beautifully illustrated, and a credit to the editor and publisher alike.

We have to acknowledge with thanks the receipt from Messrs. A. & C. Black (London) of copies of *Who's Who, Who's Who Year-Book, 1905*, and the *Englishwoman's Year-Book*. The first of these, published at 7/6 net, contains over 17,000 biographies, is the most compendious book of reference issued, and the only work that supplies a comprehensive key to the prominent personalities of the hour. The *Who's Who Year-Book* is made up of the tables which were formerly such a popular feature in *Who's Who* itself. Many new ideas have been introduced into the volume for 1905, and it would be difficult, indeed, to find a better work where information can be seen literally at a glance. It is priced at a shilling net. The *Englishwoman's Year-Book and Directory* is a bureau of information containing a marvellous amount of valuable matter relative to women's employment and professions, sports, pastimes, and in fact everything that even the most versatile of modern women may wish to look up. The price of the work is 2/6 net, while its value is incalculable.

MADAME STOESEB'S APPEAL.

M. Perloff, the millionaire tea merchant of Moscow, has received the following letter from Mme. Stoesel, dated Port Arthur, October 24: "I send you this sheet of paper, from which you will see that our business is to take care of and assist our poor defenders of Port Arthur. We cannot collect much money here because there are very few of the inhabitants who are able to give anything. I appeal through you to that good, generous Moscow, that always answers an appeal for those in need. Be so good as to collect something among your rich men, and send us a draft through the Russo-Chinese Bank in my name. We shall do what we can now, and at the end of the war they will be sent to Russia. There are some who have lost both arms, some who have lost either an arm or a leg, some without eyes, some wounded in the spine who will remain cripples throughout their lives. There are many, many unfortunate people. Help us, dear Sir. You have always been good and kind. Others will follow your example. My husband greets you and sends compliments. When the war ends we shall see each other in Moscow.—Yours faithfully, VERA STOESEB.

RECEPTION OF THE JAPANESE ADMIRALS.

ENTHUSIASTIC SCENES AT KOBE. THE ARRIVALS AT TOKIO.

Hioo and Kobe were just bubbling over with excitement yesterday afternoon, on the occasion of the two naval heroes passing through from the west to visit His Majesty the Emperor, says the *Kobe Herald* of 30th ult. At Hioo Station a big crowd had collected, and the place had been decorated with lanterns and flags. On the platform, the employees of the Sanyo Railway and Kanaguchi Spinning Companies, as well as members of the Rice and Stock Exchanges, had assembled, and must have numbered several hundred. The train (due at Kobe station at 5.21 p.m.) steamed in a few minutes later, and this was the signal for the band striking up, and for everyone to shout "Banai!" The famous Admirals Togo and Kamimura, together with their staffs, and several members of Admiral Kamimura's family, were spotted at once and a rush was made to get a better view. The Admirals acknowledged the applause by repeatedly bowing, and this was kept up for the three or four minutes the train remained at the station.

From Hioo to Kobe, crowds lined either side of the railway, and there was one continuous roar of welcome. Kobe Station was densely packed with thousands of people, though there was very little decoration, and had it not been for Mr. Church, who had hired Izett's Band for the occasion, there would have been no music, except that supplied by the Bands which had entrained from Hioo Station. It had been arranged that the naval party should spend the best part of an hour at the station before proceeding westward, and in consequence many of the leading Japanese, together with a few representative foreigners, were among the crowd on the platform. For a few minutes it looked as if the Admirals would be in danger of being crushed, so eager were the people to approach, but eventually a gangway was cleared, and led by the Governor and escorted by a force of police, the distinguished group made for the Jutei Restaurant and went upstairs.

The station presented a wild scene at this time. The bands were playing and the police abandoned all attempts to keep the crowd in any sort of order; fences were climbed and people perched themselves on anything from which a better view might be obtained. Hats and handkerchiefs were waved and the crowd surged to and fro, wildly shouting their delight. The comparative seclusion of the upstairs portion of the restaurant must have seemed to the Admirals like a port after a storm; but the Kobe people, knowing that less than an hour remained determined to lose no time, and an informal reception was at once started. Admiral Togo stood at one end, with Vice-Admiral Kamimura close beside him—and the people passed before them. The Japanese bowed low, each salutation being acknowledged individually, while the foreigners were honoured by a handshake from each Admiral.

Among the prominent officials and members of the community present, we noticed Governor and Mrs. Hattori, Chief-Justice Tamura and Messrs. H. Jomar, Nagai, Eugene Gill, T. Okada, Groom, Hunter, Bardens, Penney, and many others. Several ladies, both Japanese and foreign, were among those who offered their congratulations. Most of the people, just passed on after making a few conventional remarks, but in some cases, where a former acquaintanceship was claimed, the opportunity was taken to give expression to the respect and admiration with which everyone regards two such gallant defenders of the honour of the Empire. The *Yushin Nippo* representative inquired of Admiral Togo how long he intended to stay in Tokio, but was informed that it remained entirely with His Majesty the Emperor, and Admiral Kamimura answered to the same effect. The *Mainichi* representative was told by Admiral Togo how much he appreciated the warmth of the reception which had been accorded him, but he asked that any money which it was intended to lavish on his entertainment should be handed over to the funds organized for relieving the soldiers' families, so that the men might feel assured their dear ones would not be neglected by the nation. Several bouquets and baskets of flowers were presented by the ladies, and were smilingly received.

Both Admirals looked in the pink of condition; and the impression one formed of Togo was just what one might have gathered from his pictures. Placid and courteous, the man who has broken up a mightier combination of warships than almost any other admiral in the history of the world, bowed low repeatedly in acknowledgment of the "Banai" which were roared out all along the platform as he walked slowly with uncovered head from the restaurant to the railway carriage. Kamimura, a good head taller than his chief, and with a genial smile on his face, seemed to enjoy the unusual scene as he scanned the dense crowds all round. Both officers were in dress naval uniform, and Admiral Togo was wearing the Order of the Rising Sun.

The train moved off at a quarter past six, and this again was the signal for a renewed outburst of enthusiasm. Several rockets were sent up, and the streets on either side of the line between Kobe and Sannomiya were decorated with lanterns, hung from almost every building. A Tokio message to the *Kobe Shinbun* states that Admiral Togo and Vice-Admiral Kamimura arrived at Shimabashi Station this morning at 9.30. Making their way with difficulty through a crowd numbering tens of thousands, most of whom had awaited their arrival since the early morning, they left the station and entered a carriage specially provided by the Naval authorities, in which they proceeded, via the Ribiya Park, to the Naval Department. After staying there for a short time, the course of which the toast of their health was cordially honoured by the assembled officials, they proceeded at once to the Palace, where they were received in audience by the Emperor.

RAUB REPORT.

The General Manager's report for the month ending 3rd December, to the Chairman and Directors of the Raub Australian Gold Mining Co., Ltd., is in the following terms:—

Gentlemen,—I beg to submit my monthly report on your mining and milling operations. The mine measurements, and assay results of prospecting work, prepared by the mine manager, show a total of 232 ft. for the period (four weeks) under review, made up of 37 ft. sinking, 95 ft. driving, and 100 ft. crosscutting, as against a total of 271 ft. for the previous four weeks.

MINES.

New Main Shaft.—The headgear is now completely finished and equipped, and for the bob foundations 125 cub. yards of excavation have been made.

Koman Main Shaft.—This has been sunk 11 ft., making the total 15 ft. below the 440 level and 455 ft. from the surface. This has been suspended while proceeding with the crosscut East.

440 Level Main Crosscut East.—Here 11 ft. has been advanced, and a body of mixed lode matter about 4 ft. thick has been passed through. It is worth 1½ dwt. per ton, and is probably a portion of the footwall of the main lode.

340 Level North.—This has been driven 13 ft., bringing the total to 368 ft. north of the shaft. The lode averages 180 in. in width and 1½ dwt. per ton in value.

340 Level North.—Drive on hanging wall lode:—A further 5 feet has brought this total to 19 ft. The lode averaged 36 in. and was worth ½ dwt.; but it has entirely disappeared and work here has been stopped.

340 Level North. No. 1 Winze.—This has been sunk 9 ft., making the total depth 35 ft. The lode in sight is about 38 in. thick and worth 1 dwt. It continues to be very wet.

340 Level South.—We have extended this 5 ft., bringing the total 335 ft. The lode is 46 in. wide and worth ½ dwt.

340 Level South, No. 1 Winze.—Here 17 ft. has been sunk, the total now reaching 50 ft. The lode is 14 in. wide and assays 1½ dwt.

240 Level North.—This has been advanced 17 ft., making the total driven on the lode since it was recovered 61 ft., and the distance from Koman Shaft 737 ft. The width of the lode is about 54 in. including some slaty matter, and the value is 1½ dwt.

240 Level North: Drive South from crosscut off No. 1 Winze.—Here we have driven 8 ft., bringing the total to 77 feet. The lode is 49 in. wide and assays 6 dwt. The winze has been connected to a cross cut by driving 4 ft., and stoping underhand has been commenced. Efforts are being made to intersect the orebody above and below this point.

240 Level North, Drive on Hanging Wall Branch.—This has been advanced 8 ft., making 24 ft. in all. The lode is about 74 in. wide and almost barren.

140 Level North, cross cut No. 2 East.—An addition of 8 ft. makes this total 68 ft. No further ore bodies having been struck, this is now stopped.

140 Level North, Drive South off No. 2 cross cut.—Here 31 ft. has been driven, bringing the total to 45 ft. The lode is 70 in. wide and worth 2½ dwt. per ton.

140 Level North Drive North No. 2 cross cut.—This had been extended to 12 ft. in all. The lode is 68 in. wide and worth 2½ dwt.

Cross-cutting for Slope filling.—81 ft. of this work has been done.

Stopes.—Milling stone is being raised from the following stopes:—

Above the 340 Level: 2 stopes; lode 117 in. wide and worth 4 dwt.

Above the 240 Level: 4 stopes; lode 84 in. wide and worth 4 dwt.

Above the Intermediate (200) Level: 1 stop; lode 66 in. wide and worth 1½ dwt.

Plant and Machinery are as usual.

MILLING RETURN.

Milling Return for month ending 3rd December, 1904.

Stamps working:—40.
Period of work:—28 days, less lost time 26 hrs. 18 min. (1.09 day), of which 17 hrs. was due to Sempani, and the remainder to repairs.

Ore milled:—3,450 tons, from B. Koman, plus 11 tons, blanketing.

Mill duty:—333 tons per stamp per 24 hours. Amalgam yield:—1,131 oz. giving 435 67 oz. melted gold=33.18 %.

Bullion yield:—2.51 dwt. per ton=68.02 % contents.

Mercury loss:—3.62 lb. per 100 tons milled=4.16 oz. per oz. bullion.

Tailings assays:—1.18 dwt. per ton=31.98 % contents.

Bullion fineness:—Average 928.48=78/10.53.

Estimated Cost Sheet for month ending 3rd December, 1904.

Salaries	\$1,754.89
Development	1,150.00
Wages	6,104.00
Timber, fuel and charcoal	2,309.05
Stores	934.75
Royalty	2,098.30
Petries	138.09
	\$19,267.75

Cost per ton \$5.57=2.71 dwt.
Expenditure on capital acc:—

Plant and machinery (Cyanide)	\$2,844.05
do. (Mill)	66.35
do. (Mine)	162.60
do. (Sempani)	25.00
do. (Sole)	3.75
Development	171.75
Buildings	65.00
New main shaft	5,241.82

C. G. WARMFORD LOCK, General Manager.

UNEMPLOYED EUROPEANS.

The Rev. J. H. France begs to acknowledge in response to his letter the following donations:—

Amount previously acknowledged	\$322
Per B. and donation	89
Diogenes	1
	\$412

HOCKEY.

The following will represent the Hongkong Hockey Club v. H.M.S. *Hogue* to-morrow afternoon, on the Club Ground at 4.30 p.m.; the Club to play in white:—Goal: C. A. Denman, backs: Eng. Lt. Pullblank, R.N., and T. C. Gray; halves: P. K. Knyvett, C. P. Chater (Capt.), and Lt. Wilson, R.N.; forwards: H. G. C. Bailey, R. F. C. Master, A. B. Ogil, T. A. R. De Vaulle, P.N., and W. W. G. Ross.

HONGKONG CRICKET CLUB vs. THE NAVY.

The following have been chosen to represent the Club against the Navy on Saturday the 7th instant. Play commences at 11.30 a.m.:—R. Hancock, H. Hancock, Wm. Dixon, T. S. Smith, A. G. Ward, R. E. O. Bird, T. E. Pearce, H. Mackay, W. Daniel, I. Ains, and I. Heath.

To-day's Advertisements.

WANCHAI STORING CO.

FROM 1st January, 1905, we have Ceased to be AGENTS for the above Company. SHEWAN, TOMES & Co. Hongkong, 5th January, 1905. [99]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA. THE Company's Steamship.

"DENBIGHSHIRE." Captain W. A. Evans, will be despatched for the above Ports on or about SATURDAY, the 14th instant.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 5th January, 1905. [100]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

THE Steamship

"CROYDON" will be despatched for the above Port on or about SATURDAY, the 14th instant.

For Freight, apply to ARNOLD KARRBERG & Co., Agents. Hongkong, 5th January, 1905. [102]

NOTICE.

THE IMPERIAL BANK OF CHINA. I have this day Resumed Charge of the HONGKONG BRANCH.

E. W. RUTTER, Manager. Hongkong, 5th January, 1905. [103]

NOTICE.

THE MEETING OF THE KOWLOON PIGEON CLUB advertised for the 4th instant has been postponed till WEDNESDAY NEXT, the 11th instant, when it will be held at the KOWLOON HOTEL, at 9 P.M.

All interested in Pigeons are invited. Particulars will be published after the meeting.

R. DAVID, Hon. Secretary. Kowloon Hotel, 5th January, 1905. [104]

NIPPON YUSEN KAISHA.

(TRANS-PACIFIC SERVICE).

FOR VICTORIA, B.C., AND SEATTLE, WASH., VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE Company's Steamship

"IYO MARU." Captain S. J. G. Parsons, will be despatched as above, on FRIDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. Hongkong, 5th January, 1905. [94]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN."

of the NORDEUTSCHER LLOYD, Captain H. Förmes, will leave for the above places, TO-MORROW, the 6th inst., at 9 A.M.

NORDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 5th January, 1905. [3]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"

of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 o'clock, THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 11th instant, at 9.30 A.M.

All Claims must reach us before the 16th of January, 1905, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD. MELCHERS & Co., Agents. Hongkong, 5th January, 1905. [3]

To-day's Advertisements.

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on the 9th January, 1905.

The Tenders to state the total amount (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

F. H. HAYNES, Colonel, A. F. D., H.M. Treasury Chest Officer, His Majesty's Treasury Office, Fletcher Street, Hongkong.

Hongkong, 5th January, 1905. [97]

DOCTOR WANTED.

FOR EMIGRANT STEAMER. Apply to—"S. A. L. A."—*C/o Hongkong Telegraph Office.*

Hongkong, 31st December, 1904. [1405]

NOTICE.

THE Interest and Responsibility of the late JAMES PARK WINGATE (deceased) in our Firm ceased on 31st December, 1904.

Amoy, 1st

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"WRAYCASTLE"	5th January, 1905.
GLASGOW and LIVERPOOL	"GLAUCUS"	6th January, "
GLASGOW and LIVERPOOL	"AJAX"	14th January, "
GLASGOW and LIVERPOOL	"TYDEUS"	16th January, "
GLASGOW and LIVERPOOL	"PAKLING"	25th January, "
GLASGOW and LIVERPOOL	"IDOMENEUS"	26th January, "
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January, "

S.S. "GLAUCUS" left Singapore on the afternoon of the 28th ult., and may be expected to arrive here about the 6th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January.
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February.
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th January, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KWEILIN"	6th January.
SHANGHAI	"BAOTING"	6th "
SHANGHAI	"HUPEH"	7th "
SHANGHAI	"WUHU"	10th "
MANILA	"TAIYUAN"	10th "
CEBU and ILOILO	"KAITONG"	11th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	20th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th January, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 7th Jan., 1905, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 14th Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 31st December, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	To SAIL
"RAS ISSA"	4370	Wagner	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 30th December, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To SAIL
"NICOMEDIA"	4370	Brehmer	January 9th, 1905.
"NUMANTIA"	4370	Brehmer	January 31st, "
"ARABIA"	4483	Bahle	February 20th, "
"ARAGONIA"	5198	Schuldt	March 12th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Pottinger
Street, has always on hand
FIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY
of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.
Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,068 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M., and returning from Canton every
following evening at 5 P.M.1st Class \$3.00 for Single Journey.
2nd " 1.50
Meals 1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.
The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON & Co., LD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.
TIFFIN AND DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"GHAZEE" 21st Jan., 1905.

"SATSUMA" 5th Feb., "

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 4th January, 1905.

Shipping—Steamer.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain Pearson, will be despatched as above,
on TUESDAY, the 10th instant, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th January, 1905.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE" APCAR,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.Cargo remaining on board after 4 P.M.
of the 6th instant, will be landed at Con-
signees' risk and expense into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 4th January, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. India and Syria.
From Australia, ex S.S. China.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., TO-DAY.Goods not cleared by the 7th proximo, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 31st December, 1904.

Intimations.

**SAVARESSE'S
SANDAL
CAPSULES**

Efficacious because absolutely pure
English Oil. No made of gelatine.
Full directions. All Chemists.

"Sanitas"

Unequalled
Purifying Agent
AND IS
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for
general or personal use is thoroughly effective.
It completely disinfects the house in which
it is used, and administered internally prevents
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a stronger
antiseptic and deodorant than carbolic acid,
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical
faculty for use in hot climates, because of its
fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
supply the safest and most convenient means
of sulphur fumigation. For the disinfection
of infected places, bedding, clothing, etc.,
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LD.,
1, BETHNAL GREEN,
LONDON, E.

**CURES
MEN & WOMEN**

Remedy for all venereal
discharges and inflammation,
irritation or ulceration of
mucous membranes. Painless.
Dissolved not to irritate.
Prevents contagion.

SOLD BY CHEMISTS.
Circular mailed on request.
MANUFACTURED BY
The Hygienic Chemical Co.,
CINCINNATI, O.,
U. S. A.HONGKONG AVERAGE MARKET
PRICES.

Corrected 20th December, 1904. 100 cts. per \$ Mex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Moi Lung Pa	17
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	13
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjoin—Ngau Lau	25
" Sausages—Ngau Yuk Chaung	26

FRUITS.

Almond—Hung Yan

Apples, (California)—Kam San Ping

" (Chefoo)—Tin Chun Ping

" Ko

" Small—Hoi Tong

" Custard—Fan Lai Chi

Bananas, fragrant, Canton—Sang Sheng

Heung Chiu

" (brides), Macao—San Heung Chiu

Chestnuts, Chinese—Foong Luit

Carambola—Yeung Tou

Cocoanuts—Yeh Tsz

Grapes—Sin Tai Tsz

Lemons, China—Ning, Moong

" Amer—Kum San Ning Moong

Lichees, Dried—Lai Chi Con

" Fresh, Lai Chi

Limes, (Saigon)—Sai Kung Ning

Moong

Mango, Manila—Lui Sung Moong

Mango, Saigon—Sai Kung Moong

Mangosteens, San Chuk Tsz

Oranges, (Canton)—Sang Sheng Tim

Chang

" Small—Tai Kut

" Mandarin—Tim Kut

Olives—Pak Lam

Pears, (American)—Kam San Shut Li

" (Canton), Cooking—Sa Li

" (Shanghai)—Sheung Hoi Li

Peanuts—Fa Sang

Persimmons Large—Hung Chie

Pine-apples, 1st quality—Sheung Poon

Ti Paw-law

" 2nd cooking—Chung-tang

Paw-law

Platams—Tai Chen

Plums, Swatow—Hung Lai

Pumelo, Siam—Chim Lo Yau

Walnuts, Hop Tou

" Green—Sang Hop Tuo

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah

Chi Chau

Beans, (French) Macao—Oh Moon Pin

Tau

Beans, (French), Shanghai—Sheung Hoi

Pin Tau

Beans, Sprout—Ah Choi

Beans Long—Tau Kok

Beet Root—Hung Choi Tau

Brinjals, Green—Cheng Yuen Ker

Brinjals, Red—Hung Ker

Brassica—Pak Choi

Bamboo Shoots—Chook Shue

Cabbage, Chinese, com.—Kai Choy

Cabbage Root—Kai Lan Tau

Cabbage, (Shanghai)—Yeh Choi

Cane Shoots, bunch—Kau Shun

Cauliflower, Large size—Tai Yeh Choi

Fa

Cauliflower, Medium size—Cheung Yeh

Choi-fa

Cauliflower, Small size—Sai Yeh Choi-fa

Carrots—K

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA."

Captain Charbonnel, will be despatched for
MARSEILLES on TUESDAY, the 10th
January, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. AUSTRALIEN 24th January.
S.S. ERNEST SIMONS... 7th February.
S.S. POLYNESIEN 21st February.

L. BRIDOU,
Acting Agent.

Hongkong, 30th December, 1904. [7]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"
Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 14th
January, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Himalaya, 6,898 tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Egypt,
due in London on the 25th February, 1905.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 3rd January, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tremont.....	9,606	T. W. Garlick.	Ab. Jan. 17
Lyra.....	4,417	G. V. Williams.	Feb. 9
Pleiadis.....	3,753	F. G. Parington.	Mar. 4

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tremont..... 9,606 T. W. Garlick. Ab. Jan. 7
CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shamoun and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 3rd January, 1905. [8]

NOTICE OF REMOVAL.

A FOOK & Co.,

SHIP AND HOUSE COMPRADORES,
have this day

REMOVED

TO

No. 12, POTTINGER STREET,
(opposite their old establishment).
Hongkong, 24th November, 1904. [62]

For Sale.

FOR SALE OR TO LET,
AT THE PEAK.

Nos. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with
Dressing, Drying and Bath-room; partly
furnished; distant thirteen minutes by chair
from the Tram; fitted with superior baths and
with hot and cold water; large Kitchen;
Laundry and Servants' Quarters. Can be used
as one dwelling or divided into two.

For Particulars and Terms, apply to—
SHEWAN, TOMES & Co.
Hongkong, 30th December, 1904. [1398]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask
ex Factory.

In Bags of 250 lbs. net \$8.20 per Bag
ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904. [52]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,

for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

To Let.

TO LET.

WILD DELL BUILDINGS, No. 147,
WAN CHAI ROAD, Comfortable and
Airtight of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [71]

TO LET.

No. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

TO LET.

No. 1, RIPON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 2nd December, 1904. [69]

TO LET.

ONE ROOM on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 10th December, 1904. [74]

TO LET.

GODOWNS Nos. 100 and 101, Praya East,
with Water Frontage.

Apply to—

"VICTORIA BUILDINGS,"
Hongkong, 28th December, 1904. [7304]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,492,554	{Div. of £1.10/- @ exchange 1/19 15/16 \$16.41 for first half-year 1904.....}	51 %	\$710 (London £70)
National Bank of China, Limited.....	99,025	£7	£7	\$7,000,000 \$250,000 \$175,533 \$101,973	\$21,668	\$2 (London 3/6) for 1903	54 %	\$39
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	64 %	\$250 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$362,366 \$371,445	Nil.	\$44 for year ended 30.4.1904	74 %	\$58 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 96 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$372,749 \$893,110 \$846,773	\$2,078,997	\$35 for 1903	6 %	\$690 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$485,284	\$12 for 1902	8 %	\$150
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902	74 %	\$91 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288	\$371,110	\$22 1/2 for 1902.....	64 %	\$330 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited.....	20,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900.....	...	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$80,935 \$250,000 \$600,000	Nil.	\$3 for year ended 30.6.1903	6 %	\$53 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	\$157,555	\$16,362	\$14 for first half-year 1904	10 1/2 %	\$28 sales and s.
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378.....	4 1/2 %	\$28 buyers
Shanghai Tug and Lighter Company, Limited.....	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	7 1/2 %	Tls. 50 sales Tls. 48 sales
Do. (Preference)	2,000,000	£1	£1	\$400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903 ...	4 %	25/6 buyers
"Shell" Transport and Trading Company, Limited.....	10,000	\$10	\$10	\$60,000 \$15,093	\$1,287	{ \$1.80 & b. 40 cts } { \$0.90 & b. 20 cts. } for year ending 30.4.04	3 1/2 %	\$40 \$30
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903.....	9 %	\$145 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 98,000 Tls. 207,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	none	Dr. \$147,717 Dr. \$73,905	Interim of \$5 for 1904 .....	...	\$227 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	\$3 for 1897 .....	...	\$16 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 60 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none	Dr. \$147,717	Interim of \$5 for 1904 .....	...	\$227 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	...	Tls. 64 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,093	50 cents making G \$1 for 1904	6 1/2 %	G \$164 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	\$54
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 .....	...	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	8 %	\$45 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,089	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$114 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$250,000	\$505,471	{ \$6 dividend and \$2 bonus for first half- year 1904 } \$10 div. & \$5 bonus for year end. 30/6/04.	7 1/2 %	\$216 buyers
Hewarth Erskine, Limited	12,000	\$100	\$100	\$60,000	\$489	\$14 for 1903	4 1/2 %	\$303 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	4 1/2 %	\$27 sellers
Riley Hargreaves & Co., Limited.....	6,000	\$100	\$100	\$150,000	\$40,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$104 sellers
Do. (Preference).....	2,750	Tls. 100	Tls. 100	Tls. 600,000	Tls. 48,153	\$7 dividend Tls. 7 final=Tls. 12 for year end. 30.4.04.	7 1/2 %	Tls. 170 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 600,000	Tls. 48,153	Interim of Tls. 4 for 1904	8 1/2 %	Tls. 230
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	8 1/2 %	Tls. 230
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,732	\$6 for first half year 1904	5 %	\$130 sales
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903.....	9 1/2 %	Tls. 18 1/2 sales
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	9 %	\$28 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 148 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	{ \$100,000 } { \$11,824 } { \$20,000 }	\$11,668	Interim of Tls. 2 .....	...	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$20,000	\$51,066	\$5 for first half-year 1904	7 1/2 %	\$144
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904	8 %	\$147 sellers
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 19 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,007	\$9,177	90 cents for 1903	7 1/2 %	\$124 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$50,000	\$56	\$2.60 for 1903	6 1/2 %	\$384
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 800,000 } { Tls. 150,000 } { Tls. 17,144 }	Tls. 37,634	Interim of Tls. 3 for 1904	7 %	Tls. 117 buyers
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2 .....	...	Tls. 44 buyers
Tientsin Land Investment Company, Limited	7,728	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Interim of Tls. 3 for 1904	7 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited...	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None .....	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$59 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd....	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	4 1/2 %	Tls. 25 sales
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 1/2 %	\$13
International Cotton Manufacturing Company, Ltd....	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 } { Tls. 35,227 }	Tls. 13,629	Interim of 3 % a/c 1898 .....	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares ...	...	Tls. 25 sales
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897 .....	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900 .....	...	\$100 buyers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year .....	...	\$94
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 Tls. 250,000	Tls. 1,001	Interim of Tls. 3	9 %	Tls. 65 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$124 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 1/2 %	\$5
Campbell, Moore & Co., Limited.....	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	7 1/2 %	\$40 buyers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	7 1/2 %	\$22 sellers
Do. (Founders)	123	\$15	\$7 1/2	...	...	None .....	...	\$100
Do. (New Issue)	24,000	\$15	\$7 1/2	...	...	First year .....	...	\$8 sellers
China-Borneo Company, Limited.....	60,000	\$12	\$12	none	Nil.	Preferential of 7 per cent for 1904	6 1/2 %	\$114
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	50 cents for 1903	4 1/2 %	Tls. 75 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	Tls. 6 for 1903	8 %	\$10 sales
China Provident Loan & Mortgage Company, Ltd....	100,000	\$10	\$10	\$55,000	\$1,171	None .....	...	\$12 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	...	...	\$2 for year ending 31.7.1903 .....	...	Tls. 10 sales
E. L. Mowdon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,318	Tls. 5 for 1902 .....	...	\$100 sales
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$34,115	\$1.50 for 1903	5 %	\$29 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$15,104	Interim of \$1	14 1/2 %	\$25 sales
Hongkong & China Gas Company, Limited.....	7,000	£10	£10	{ £23,109 } { £3,000 }	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	{ \$100 } { 50 cents } for year ending 30.4.1904	6 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.....	1,250	\$100	\$100	\$50,000	\$2,798	\$15 for year ending 30.11.1904	5 1/2 %	\$265 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	6 %	\$255
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	6 1/2 %	\$155 buyers
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making \$1.40 for the year ended 30.9.04.....	9 1/2 %	\$20 sales
Kats Brothers, Limited	10,000	\$100	\$100	\$375,000	...	\$13 for 1903	9 1/2 %	\$135 buyers
Jane, Crawford & Co., Limited (Shanghai) ...	2,500	\$100	\$100	...	\$21,582	Interim of \$5	8 1/2 %	\$140 buyers
Matschappij (of) Minj, Bosch en Landbouwe- plooiatic in Langkat.....	25,000	Gs. 100	Gs. 100	{ Tls. 334,669 } { Tls. 11,143 }	Tls. 27,187	{ 4th quarterly of Tls. 5 paid 15.12.04 } { making in all Tls. 35 for 1904 } \$2 for year ended 31.10.1903	13 1/2 %	Tls. 275 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	Final of \$3 making \$5 for the year ending 30.6.04	7 1/2 %	\$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	None	9 %	\$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None .....	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 100,000 } { Tls. 108,172 }	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 105 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 %	Tls. 90 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 %	Tls. 165
Shanghai Waterways Company, Limited.....	7,700	£20	£20	Tls. 110,000	Tls. 7,360	Interim of 15/- for 1904	6 %	Tls. 400 buyers
Singapore Dispensary, Limited	6,000	\$25	\$25	none	\$300	\$5 for year ended 31.7.1903	6 %	\$80
South China Morning Post, Limited	5,000	\$5	\$5	...	...	None .....	...	\$25 nominal
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.6.04	8 1/2 %	\$7
Straits Ice Company, Limited	2,000	\$100	\$100	...	...	First year .....	...	\$45 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,493	\$1 div. and 25 cents bonus for half year ended 30.3.1904	9 1/2 %	\$160 buyers
Tientsin Native City Waterworks Company, Ltd	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	7 %	T.Tls. 110
Tientsin Waterworks Co. mpany, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903	16 1/2 %	T.Tls. 130
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$480	90 cents for year ended 31.5.1904	9 1/2 %	\$94 buyers
Do. (Founders)	100	\$10	\$10	\$4,802	\$1,042	{ \$1.50 for 1903 } { Final of 70 cents making \$1.20 for the } { year ending 30.6.1904 }	10 1/2 %	\$94 buyers
Watkins, Limited	40,000	\$10	\$10	...	...	...	...	\$94 sellers
William Powell, Limited	12,000	\$10	\$10	\$3,900	\$88	...	...	\$124 buyers